

Oregon Traffic Control Devices Committee

January 21, 2005

Meeting Minutes

Marion County Public Works
Salem, Oregon

Members Present: [Eric Niemeyer](#), Chair, Jackson County; [Joel McCarroll](#), Vice-Chair, ODOT Region 4; [Robin Lewis](#), City of Bend; [Charles Radosta](#), ITE/Kittelson & Associates; Bill Brownlee for [Cynthia Schmitt](#), Marion County; [Randall Wooley](#), City of Beaverton; [Ed Fischer](#), Secretary, ODOT State Traffic Engineer; Mike Coleman for [Rob Burchfield](#), City of Portland; [Joseph Marek](#), Clackamas County; [Alan Hageman](#), OSP

Members Absent: [Rob Burchfield](#), City of Portland; [Cynthia Schmitt](#), Marion County

Others Present: Nick Fortey, FHWA; Doug Bish, Paul Davis, Kevin Haas, Massoud Saberian, Greg Stellmach, Julia Wellner, ODOT Traffic Engineering & Operations Section; Dan MacDonald, ODOT Rail; Mike Ronkin, ODOT Roadway; Rick Braden, Sean Loughran; Oregon State Parks; Ed Chastain, Lane County, Robert Kortt, RDK Engineering; Tom Larsen, Damon Joyner, City of Eugene; Pam Maki, Jabra Khaso, City of Beaverton; Vaughn Lewis, Washington County; Orville Gaylor, Retired ODOT; Jim Renner, Oregon Travel Info Council; Chris Bremmer, Kittelson & Associates; Tim Janes, Advanced Traffic Products; Bob Banks, Tri-MET

Introduction – Approval of Minutes – Additional Agenda Items

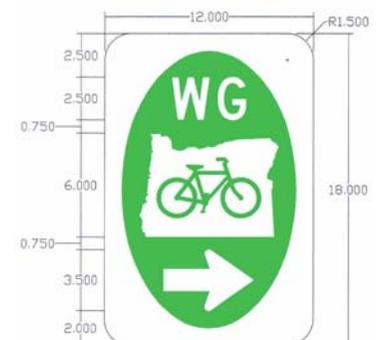
New Chairperson Eric Niemeyer called the meeting to order. The committee and other attendees introduced themselves. Randall Wooley had two amendments to the November 19th Minutes. He said that on page 2, under 2B.11, the new standard should read "marked crosswalk" not just "crosswalk" Also he noted that Charles Radosta was the one who nominated the new chair and vice chair of the committee. Ed Fischer moved, Charles Radosta seconded, and the meeting minutes for November 19th were approved as amended. Randall Wooley moved, Robin Lewis seconded, and the meeting minutes for December 16, 2004 were approved as written.

NEW BUSINESS

Willamette Greenway Bike Route Signs

Michael Ronkin, Rick Braden and Sean Loughran briefed the committee on this new bike route project being promoted by Oregon State Parks and Cycle Oregon and their desire for the committee to approve signing for the route. The signing concept could extend to other bike routes when they come up. The route will be a linear corridor selected to achieve as many of the following objectives as possible: Showcase the Willamette Basin's history, agriculture, geology & culture; Incorporate Willamette Valley Park properties (state and local where possible; and select a route well suited to the needs and preferences of touring cyclists.

This route is intended to serve as the focal point for a system of bike routes that allows for greater exploration of the Willamette Valley according to the interest of the cyclist. The committee was introduced to



two possible signs that they've come up with. It looks like a total of 120 route signs total to cover both directions from Champoeg to Eugene. Sign installation and maintenance agreements will be entered into with the local road jurisdictions. The committee asked questions and discussed the proposal.

Decision – Ed Fischer moved that the committee adopt the concept of the Option A as presented in the meeting with the details to be worked out by the engineers. Joe Marek Seconded. The committee passed the motion.

Update Sign Policy and Guidelines

Julia Wellner briefed the committee on proposed changes to the sign policy & Guidelines. The first of these would delete the black on orange steel plate sign symbolizing a vehicle sliding on a steel plate and replace it with a word message, "STEEL PLATE" (Sign No. CW8-8). Also proposed were additional word signs "STEEL PLATE AHEAD" (Sign No. CW8-9). The committee decided the replacement message wasn't clear on where the steel plate was but was okay with adding the proposed additional sign (CW8-9).

The other proposed additional sign was a black on orange "CONSTRUCTION VEHICLE DO NOT FOLLOW" sign to be mounted on the back of construction vehicles (CW23-14).

Decision – Ed Fischer moved that the committee reject the replacement for Sign No. CW8-8 and approve the additional Sign No. CW8-9. and to approve the construction vehicle sign (CW23-14). Alan Hageman seconded. The committee passed the motion.

MUTCD

Part 10

10D.07 – Use of Traffic Control Signals for Control of Light Rail Transit Vehicles at Grade Crossings – Massoud Saberian proposed retaining the current supplement to allow the amber horizontal bar to signal a conditional STOP indication for light rail transit signals. Bob Banks from Tri-Met gave a presentation demonstrating why Tri-Met has adopted it as standard.

10A.01 – Introduction - Dan MacDonald of ODOT Rail explained why this supplement is still needed. He said that discussions are ongoing with FHWA and the NCUTCD on what "exclusive", "semi-exclusive", and "mixed use" mean and what they ought to encompass. They're also discussing how that definition affects at-grade light rail crossings, whether trucks and busses need to stop again at a crossing that follows a signalized intersection, and related issues.

Decision – Ed Fischer moved and Charles Radosta seconded that the Oregon Supplements continue to include 10A.01 and 10D.07 as recommended with the correction in 10D.07 to refer to "Figure" 10.D-1 rather than "Table" The committee approved the motion

⇒ Action Item: Dan MacDonald will ask FHWA for something in writing that states that the intersections are considered "mixed use" where light rail crosses them at grade.

Part 4

4K.03 – Massoud said it was brought to his attention that the third paragraph in this Standard is inconsistent with the current practices in many Oregon communities and agencies. It states that the clearance above streets for warning beacons shall be at least 15 feet but not more than 19 feet. He proposed that the maximum be removed from the Oregon Supplement. He showed pictures that illustrate this proposal. After discussion the committee felt that some limit should be stated but as guidance rather than a standard.

Decision – Ed Fischer moved and Joel McCarroll seconded that 4K.03 be addressed in the Oregon Supplements to change the third paragraph in the first Standard to read: “If a Warning Beacon is suspended over the roadway, the clearance above the pavement shall be at least 4.6m (15 ft).” A further Guidance should be drafted that states that the maximum should be 25.6 ft, the maximum height allowed for traffic signals. The committee approved the motion

NEW BUSINESS

Clearance Sequence for Signals with Flashing Yellow Arrow

Randy Wooley brought up Beaverton's dilemma regarding use of the brief red arrow interval permitted in Option 2 for Flashing Yellow Arrow Displays under the FHWA-sponsored research project. He had four questions for the committee:

1. Which option is being used by other Oregon jurisdictions?
2. Is the brief red interval of Option 2 required?
3. Is there a need for all FYA signals to use the same clearance option or is either okay to permit?
4. If there is a need for consistency, which option is preferred?

The committee discussed this at length and decided that 1) Beaverton is the only jurisdiction now using both options, 2) The brief red arrow interval is not required, but if it is, it should be a full two seconds, not just a second 3) Since it is still experimental, both options can be used in a jurisdiction, and data should be collected to help determine if there is any operational difference and if so, perhaps why that might be. Ed Fischer said that the state will continue to use the red arrow interval on the highway.

Federal Register Proposed Rule – Maintaining Traffic Sign Retroreflectivity

In Rob Burchfield's absence Ed Fischer reported on the proposed rule. It wasn't clear what Rob's concern is but he noted that the comment period has been extended and that perhaps the committee should take the opportunity to comment. Nick Fortey gave a handout that explained what the proposal was about. In 1993 DOT Appropriations Act, which stated that the Secretary of Transportation shall revise the MUTCD to include a standard for a minimum level of retroreflectivity that must be maintained for traffic signs and pavement markings on all public roads. FHWA came out in July of 2004 with a Notice of Proposed Amendment to the MUTCD on maintaining traffic sign retroreflectivity which will be Proposed Revision 2. It would add a new entry in the compliance date list of 7 years for regulatory, warning and post mounted guide signs and 10 years for overhead guide signs and street name signs from the effective date of the Final Rule for Revision 1 of the 2003 MUTCD. It would also add a new paragraph under Section 1A.11 Relation to Other Documents referring readers to FHWA publication “Maintaining Traffic Sign Retroreflectivity” and a new Section 2A.09 Minimum Retroreflectivity. Finally, it would change the guidance in Section 2A.22 Maintenance to refer to the retroreflectivity levels as

indicated in Section 2A.09 and require maintenance activities to consider proper position, cleanliness, legibility and daytime and nighttime visibility of a sign.

Ed discussed Jan Gipson's summary of the NPRM on sign reflectivity. What flexibility there is would be in the assessment method or management method choice an agency makes. Minimum retroreflectivity standards aren't specifically mandated. The committee discussed the issue and possible problems with cost and management

Ed noted that the comment period will end before the next OTCDC meeting, however he said that any member or other interested party are free to make comment as individuals or individual agencies for consideration.

Non-Agenda Items

Charles notified members of this year's ITE Meeting in Wilsonville, Friday, May 20th and the OTCDC will be invited again to hold their meeting in conjunction with the ITE meeting. Massoud will be checking on the availability of meeting rooms and advise the committee as we get closer to the date.

Robin Lewis asked if the OTCDC was going to get involved with the Legislature's next discussion on school zoning. Ed responded on what he's heard that there is a bill to abolish SB 179 and drop back to the previous law. Others had heard that the only time children would be considered present is when lights are flashing or they are in or approaching a school crossing. The bill also states an emergency to make it effective July 1st, 2005 which may precipitate a sign change scheduling emergency.

Nick Fortey reported receiving information that, as far as he can tell, only Maryland has implemented the new ball bank standards. He will pass the info he has on to ODOT.

Next Meeting Date

The committee will reconvene at the Marion County Shops on March 18th 2005. *(Note, Location subsequently has been changed to ODOT Transportation Building, Conference Room 122, 355 Capitol Street NE, Salem. Committee members should contact [Craig Chadwick](#) for parking passes if needed for the parking lot)*

Meeting Adjournment

The meeting adjourned at 11:48 am.